against traction bills in respect of Uttar Pradesh State Electricity Board, West Bengal State Electricity Board, Andhra Pradesh State Electricity Board and Haryana State Electricity Board.

5. Ministry of Railways has approached Ministry of Power, Ministry of Finance and Govt, of NCT, Delhi at various levels including that of Minister of Railways, urging early steps for clearance of the dues.

Super Fast Trains in Gujarat

2302. SHRI BACHANI LEKHRAJ: Will the Minister of RAILWAYS be pleased to state:

(a) the names of Superfast trains in Gujarat;

(b) the annual earning of each train for 1999-2000; and

(c) the heads on which the surcharge released is spent?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Indian Railways do not maintain the data state-wise.

(b) Earnings are not maintained train-wise.

(c) Realisation from surcharge forms part of the general Railway revenues, and is not allocated to any specific head of expenditure.

Virudhunagar-Quilon (Tamil Nadu) Rail Line

2303. SHRI CHO S. RAMASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Virudhunagar-Quilon (Tamil Nadu) rail line has not yet been converted into broad gauge;

(b) if so, the reasons therefor;

(c) whether Government are planning to take up this work; if so, by when;

(d) if not, the reasons therefor;

(e) what is total sanction for this project; and

(f) whether Government have put any dead line for construction of broad gauge line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Yes, Sir. The work of guage conversion of Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar has been sanctioned in Railways budget 1997-98 and has received the necessary clearances. Final Location Survey has been taken up on the Ghat Section between Tenkasi and Punalur with the object of easing sharp curves and providing flatter gradients. Work has been started on earthwork and bridges on Virudhunagar-Tenkasi and Tirunelveli-Tiruchendur sections.

(d) Does not arise.

(e) Total anticipated cost of the project is Rs. 280 crores.

(f) No target date has yet been fixed.

Peddapalli-Karimnagar Rail Track

2304. DR. Y. LAKSHMI PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) the expenditure incurred on laying Peddapalli-Karimnagar rail track in Andhra Pradesh;

(b) whether it has started functioning for carrying passenger trains; and

(c) the reasons for not carrying advance soil testing to ensure the hardness of the soil?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The expenditure incurred so far on Peddapalli-Karimnagar new line is Rs. 42.40 crores.

(b) No, Sir.

(c) The soil quality was adequately tested before carrying out earthwork in formation.